

CLAIM AMENDMENTS

Claim 1. (Currently Amended) A monopole low frequency test woofer, comprising:  
a rigid mounting plate having an acoustical opening;  
a monopole driver having a high mass cone and low  
5 resonance in free air, said driver being mounted on said  
mounting plate with a basket of said driver fitting about  
said acoustical opening;  
a rear tub attached to said mounting plate forming  
an enclosure housing said monopole driver so that sound  
10 radiates from said enclosure only through said acoustical  
opening, a top portion of a rear panel of said rear tub  
being offset inward toward said mounting plate to have  
lesser depth than a bottom portion of said rear tub to  
thereby form a slot; and slot;  
15 an electrical connector on said tub for connecting  
said monopole driver to an external circuit, said electrical  
connector being positioned in said slot flush with said  
lower bottom portion of said rear panel. panel; and  
an inductor connected in series with said monopole  
20 driver, said inductor contouring frequency response of said  
monopole driver to match frequency response of a vehicle  
dipole speaker over a frequency range of interest.

Claim 2. (Cancelled)

Claim 3. (Currently Amended) A test woofer, as  
set forth in claim 1, claim 2, wherein the frequency range  
of interest is from about 40 Hz to about 200 Hz.

Claims 4-8. (Cancelled)

Claims 9-20. (Cancelled)

21. (Previously Added) A method for determining loss in baffling due to speaker environment in a vehicle being non-ideal, comprising the steps of:

mounting a monopole driver having a basket, a high mass  
5 cone and low resonance in free air on a mounting plate, said mounting plate having an acoustical opening, said basket of said driver fitting about said acoustical opening;

sealing a tub to said mounting plate enclosing said driver so that sound radiates from said enclosure only through  
10 said acoustical opening;

attaching an electrical connector on said tub for connecting said monopole driver to an external circuit;

measuring output of said test woofer in the vehicle;  
and

15 comparing said test woofer output with output of an optimized vehicle dipole speaker and determining frequency response difference which is the loss in baffling due to speaker environment in the vehicle.